

**Narrative Information Sheet****Department of
Housing & Economic
Sustainability****Administration**

100 Australian Avenue – Suite #500

West Palm Beach, FL 33406

(561) 233-3600

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www.discover.pbcgov.org

**Palm Beach County
Board of County
Commissioners**

Mack Bernard, Mayor

Dave Kerner, Vice Mayor

Hal R. Valeche

Gregg K. Weiss

Robert S. Weinroth

Mary Lou Berger

Melissa McKinlay

County Administrator

Verdenia C. Baker

*"An Equal Opportunity
Affirmative Action Employer"*

1. **Applicant Identification:** Palm Beach County Board of County Commissioners (County); 100 Australian Avenue, Suite 500, West Palm Beach, FL 33406-1465
2. **Funding Requested**
 - a. **Assessment Grant Type:** Coalition
 - b. **Federal Funds Requested**
 - i. **\$600,000**
 - ii. Indicate if you are requesting a Site-specific Assessment Grant waiver of the \$200,000 limit: Not Applicable (N/A)
 - c. **Contamination:** Hazardous Substances and Petroleum (\$300,000 hazardous substances and \$300,000 petroleum).
3. **Location:** County-wide site assessments will be conducted, including in the City of Lake Worth, Westgate Community Redevelopment Area (CRA) and the West Palm Beach CRA, Florida
4. **Property Information for Site-Specific Proposals:** Not Applicable
5. **Contacts**
 - a. **Project Director:** Alan Chin Lee, Principal Planner; 561-233-3607, achinlee@pbcgov.org; 100 Australian Avenue, Suite 500, West Palm Beach, FL 33406
 - b. **Chief Executive/Highest Ranking Elected Official:** Mayor Mack Bernard; 561 355-2207; MBernard@pbcgov.org; 301 N Olive Avenue, West Palm Beach, FL 33401
6. **Population:** Palm Beach County, 1,471,150 (U.S. Census Bureau 2017)
7. **Other Factors Checklist**

Other Factors	Page #
Community population is 10,000 or less.	N/A
The applicant is, or will assist, a federally recognized Indian tribe or United States territory.	N/A
The priority brownfield site(s) is impacted by mine-scarred land.	N/A



The priority site(s) is adjacent to a body of water (i.e., the border of the priority site(s) is contiguous or partially contiguous to the body of water, or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them).	2
The priority site(s) is in a federally designated flood plain.	2
The redevelopment of the priority site(s) will facilitate renewable energy from wind, solar, or geothermal energy; or any energy efficiency improvement projects.	3
30% or more of the overall project budget will be spent on eligible reuse planning activities for priority brownfield site(s) within the target area.	9

8. Letter from the State or Tribal Environmental Authority
See Attached



FLORIDA DEPARTMENT OF Environmental Protection

Bob Martinez Center
2600 Blair Stone Road
Tallahassee, Florida 32399-2400

Rick Scott
Governor

Carlos Lopez-Cantera
Lt. Governor

Noah Valenstein
Secretary

January 2, 2019

Barbara Alfano
Brownfields Program
U.S. Environmental Protection Agency
61 Forsyth Street, S.W. 10th Floor
Atlanta, GA 30303-8960
alfano.barbara@epa.gov

Dear Ms. Alfano:

The Florida Department of Environmental Protection (Department) acknowledges and supports Palm Beach County's Brownfields grant application for a Community-Wide Hazardous Substance and Petroleum or Petroleum Products Coalition Assessment Grant. The coalition consists of Palm Beach County, Westgate Community Redevelopment Agency, the West Palm Beach Community Development Agency, and the City of Lake Worth. The Department understands that this application has been prepared in accordance with the U.S. Environmental Protection Agency's (EPA) guidance document EPA-OLEM-OBLR-18-06, titled "Guidelines for Brownfields Assessment Grants." This letter of acknowledgement addresses the requirement for a "Letter from the State or Tribal Environmental Authority," described in SECTION IV.D.8. EPA Brownfields grant funding will strengthen the County's cleanup and redevelopment efforts. This federal grant effort also supports Florida's Brownfields Redevelopment Act and the Department's role in administration of site rehabilitation of contaminated sites.

The Department encourages EPA grant recipients to use the incentives and resources available through Florida's Brownfields Redevelopment Program with EPA grant funding to enhance the success of their Brownfields project. The Department recommends that the County consider including Brownfields sites or areas that could potentially receive federal funding in a state-designated Brownfield area. The County is also encouraged to contact Diane Pupa, the Southeast District Brownfields Coordinator, at (561) 681-6782 to learn more about the Florida Brownfields Redevelopment Program.

Sincerely,

A handwritten signature in blue ink that reads "Carrie L. Kruchell".

Carrie L. Kruchell, P.G., Environmental Manager
Brownfields and CERCLA Administration

cc:

Alan Chin Lee, Palm Beach County – achinlee@pbcgov.org
Carol Thompson, Palm Beach County – cthompson@pbcgov.org
Leonardo Bejarano, Palm Beach County – lbejarano@pbcgov.org
Diane Pupa, FDEP Southeast District – diane.pupa@dep.state.fl.us

1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

a. Target Area and Brownfields

i. Background and Description of Target Area The Palm Beach County (County) Coalition covers the entirety of the County, with **the Target Area being the historic urban corridor along the Chessie Seaboard (CSX) and Florida East Coast (FEC) Railways**. The Target Area will capitalize on newly found public and private sector interest in transit oriented development (TOD). These railways run north/south through the County and are within a ½ mile of each other. The County, located on the east coast of Florida, is the second largest and third-most populous county in the state with 47 miles of Atlantic shoreline. Urbanization has resulted in significant loss of green and open space (approximately 85%). The area was originally inhabited by Native Americans, followed by the European Spanish. Following the Emancipation Proclamation in 1863, freed slaves flocked to Palm Beach finding refuge with the Seminole Indians. They lived off the land, without amenities common throughout the rest of the Country. In 1892, Henry Flagler, a railroad tycoon visited Palm Beach and purchased large tracts of land to build hotels for the ultra-wealthy of the Gilded Age. Within two years the FEC Railway reached Palm Beach, running through and bringing industry and contamination into poverty-ridden, predominately African American neighborhoods. This began the County's ongoing struggle with division of wealth and environmental justice challenges. The African Americans that fled south for freedom, again found themselves and descendants serving the wealthy on Palm Beach Island. Since the late 1890s, the Railway Corridor has predominantly served freight trains, bringing industry and contamination into the overwhelmingly minority neighborhoods whose residents cannot afford to move away from the tracks. Zoning maps from as far back as 1946 indicate that industrial uses, including lumber mills, cold storage facilities, laundries, gas stations, automotive repair, junkyards, and railroad yards were permitted directly adjacent to poor neighborhoods along the Railway Corridor. In the 1960s, passenger rail service ceased along the FEC Railway, removing the one benefit the poor residents gained from their proximity to the tracks: access to transit and jobs. This furthered the strife of the residents that lacked access to automobiles.

The County is the Lead Applicant for the Palm Beach County Coalition (Coalition) for this grant application. The Coalition was formed to support limited-resource, Community Redevelopment Areas (CRAs) along the CSX & FEC Railway Corridor that lack the in-house capacity to effectively and efficiently manage their own brownfields grant. **CRAs are dependent special districts established pursuant to State law by local government, in areas of documented persistent blight, disinvestment, inadequate structures, infrastructure, and housing. The Coalition includes the Westgate CRA, West Palm Beach CRA, and the City of Lake Worth for the Lake Worth CRA. The Boynton Beach CRA is also included, under Palm Beach County. These CRAs all have poverty rates in excess of 26% of their population and exhibit severe slum and blight** (American Community Survey (ACS), 2017). The Target Area for this brownfields assessment coalition project includes the above-mentioned CRAs along the Railway Corridor that have been negatively impacted but now, through recent transit-oriented design planning efforts, are ready to benefit from the railway.

The importance of the Railway Corridor was first recognized in 1994 with the establishment of the Governor's Commission for a Sustainable South Florida. It recognized that successful restoration of the Everglades depended upon absorption of population growth in the established urban areas of Southeast Florida. The South Florida Regional Transportation Authority (Transportation Authority), in collaboration with the County and the local Transportation Planning Authority (TPA) are leading community-engagement and planning efforts for the Palm Beach Transit Oriented Design (TOD) projects referred to as the Tri-Rail Coastal Link project. The project is working to improve transit and connectivity throughout south Florida with up to twenty-five new rail stations.

ii. Description of the Priority Brownfield Sites Each targeted CRA has TOD plans to catalyze redevelopment within their respective areas. Priority brownfield sites have been selected based on community feedback, need for environmental assessment, and redevelopment potential. All listed projects are consistent with land use and zoning requirements of the County and the respective cities. **Site 1) Transit Village** has been a vision for the West Palm Beach CRA (WPB CRA) for nearly 20 years and is projected to be a reality by 2021. The site is adjacent to an existing Tri-Rail site and an abandoned gas station. The site has known Benzo(a)Pyrene and arsenic-based herbicide impacts to the soil and groundwater from the adjacent railway. The TOD development for Transit Village has been approved by the WPB CRA and City Commission and will include 1.1 million square feet (sq. ft.) of hotel, retail, restaurant, and office space and 400 residential units (10-15% affordable). The site is located 1,000 feet from a lake, is in FEMA flood zones X & X500, and is 300 feet from the Northwest neighborhood which has a poverty rate of 42.1% (citydata.com).

Site 2) Cross County is within the Westgate CRA and is a 33-acre, 357,000 sq. ft. commercial plaza plagued with vacancies (nearly 35%), and is in FEMA flood zone X500. Former tenants include dry cleaners and automobile part suppliers with suspected impacts from dry cleaning solvents (PERC), volatile organic compounds (VOCs), and petroleum. Site 2 is adjacent to a neighborhood with 47.8% poverty. TOD plans include a mix of residential (30%), office (60%), and retail (10%).

The Lake Worth CRA has developed 2 TOD visioning plans. **Site 3) Lake Worth Tri-Rail**, the home to the Lake Worth Tri-Rail Station, is a 9.9-acre site with 1.1 million sq. ft. of heavily vacant industrial space, with an industrial dry cleaner and auto repair center. Potential contaminants include VOCs, polychlorinated biphenyls (PCBs), arsenic, and PERC. The site is across the street from Lake Osborne, adjoins a neighborhood with a 35.5% poverty rate, and is in FEMA flood zones X & X500. Proposed TOD development includes residential (35%), a hotel (15%) overlooking the lake, and commercial space (50%). **Site 4) C-51 Canal Village**, lying on the C-51 canal and connecting to the Intracoastal/Ocean, is 13.6 acres with 918,000 sq. ft. of vacant industrial space, including a crematory. Contaminants of concern include solvents, VOCs, PCBs, heavy metals, and asbestos. The site is 200 feet from a neighborhood of 22.2% poverty and is in FEMA flood zones AE & X. Plans call for a mixed-use development with residential (60%) and commercial space (40%). Brownfield Sites 3 and 4 are waterfront and pose risks to adjacent properties and regional water bodies.

A Tri-Rail Station was selected to go centrally into the Boynton Beach CRA (County's priority site). In preparation for the station's construction, this CRA focused on TOD planning efforts in 2014. Palm Beach County's Department of Housing & Economic Sustainability Action Plan: FY 2017-2018 identified affordable housing as a need for the Boynton Beach CRA residents. The development of **Site 5) Community Caring Center** will help achieve this goal with the development of affordable housing, a community center with an emergency food pantry, and an employment training center. The 3.2 acre former gas station site has potential contaminants of gasoline, petroleum, asbestos, and VOCs. Site 5 is 300 feet from a 32% poverty neighborhood and is located in FEMA flood zone X.

b. Revitalization of the Target Area

i. Redevelopment Strategy and Alignment with Revitalization Plans The redevelopment strategy of this project is consistent with redevelopment goals that are sustainability based, including economic revitalization, improving infrastructure, removing blight, returning foreclosed properties to productive use, rehabbing/replacing substandard housing, reducing crime rates and encouraging TODs as sustainable mixed use development. **The County's building codes also account for flood zone and hurricane resilience.** Creating TOD mixed-use clusters in Environmental Justice neighborhoods along the Railways are consistent with these goals. The project is referred to as the Tri-Rail Coastal Link project and is being led locally by the Transportation Authority, in collaboration

with the County, and local government agencies. The Transportation Authority is the lead agency responsible for restoring passenger rail service along the CSX Railway. The new service is aimed at providing an efficient mobility option compared to driving on congested streets and highways, and a much-needed integrated transportation link essential for smart growth management, sustainability, and a vital economy. A Tri-Rail 2014 Station Refinement Report identified 14 priority stations, including brownfield priority Sites 1, 3 and 5. In mid-2017, the Transportation Authority passed a resolution to adopt a policy for TOD that will follow the Florida Department of Transportation “Framework for Transit Oriented Development in Florida.” The Framework addresses how TOD can transform Florida’s existing auto-oriented development into more compact, livable development patterns that support healthier lifestyles focused around multimodal systems. The goal for future development will use TOD principles such as continuous infill patterns, increased mix of uses, limited or no required parking, and higher density to expand the regional economy, encourage transit use, and provide safe alternative modes of transportation. In 2017, to support the Tri-Rail Coastal Link project, the County substantially amended the 1989 Comprehensive Plan to incorporate TOD principles. The Targeted CRAs followed suit creating community-led Visioning TOD plans and amending their Revitalization Plans for consistency: Downtown WPB Plan; Northwood WPB Plan; Lake Worth Comp. Plan; Westgate CRA Plan. Redevelopment of priority brownfields sites directly supports the redevelopment strategy for the County, Target CRAs, and Transportation Authority.

ii. Outcomes and Benefits of Redevelopment Strategy The Targeted CRAs exhibit great socioeconomic need, particularly in terms of access to jobs, affordable housing, and community goods and services (social and healthcare facilities). The proposed project will enable redevelopment of approved TODs in place for the priority brownfield sites, producing outcomes and benefits that directly meet these needs while addressing environmental contamination that impact the health and economic prosperity of the Target Area. **Jobs** –The new rail stations open access to existing jobs to residents without access to transportation. Even more impactful are the jobs that will be created in the TOD areas of each CRA. CRA residents will have more employment options within their neighborhood and in other TOD developments, accessible by train. **Affordable Workforce Housing** – Quality housing options that are financially accessible to residents is a pressing need within the target areas. The proposed project includes the development of over 700 affordable units. **Access to Commercial Goods & Services** – Access to community goods and services within the target neighborhoods (including fresh food grocers, health care facilities & medical offices) is also enhanced through the development of an estimated 7.628 million square feet of commercial space within the target areas. **Renewable energy & Energy Efficiency** - The redevelopment of all priority sites will facilitate energy efficient building practices and renewable energy through the implementation of revised standards (some of the most stringent nationwide) that prioritize hazard resiliency and energy efficiency. Transit Village (Site 1) will be Leadership in Energy and Environmental Design (LEED) certified and will produce 50% of its power from solar panels. These building improvements factored into receipt of a \$25,000,000 tax incentive from the County, discussed in Section 1.c.i. **Quantifiable Estimates** for full-time equivalent jobs created, affordable housing units and square feet of commercial space (community goods, services and healthcare facilities) are provided below.

Priority Site	Jobs	Housing Units	Commercial Space (sf)
1. Transit Village	485	400 (10-15% affordable)	1,100,000
2. Cross Country	1,400	500 (10-15% affordable)	2,000,000
3. Tri Rail	1,407	1,098 (100% affordable)	2,513,493
4. Canal	606	748 (10-15% affordable)	1,515,104
5. Community Caring Center	5	362 (100% affordable)	500 (community center)

Estimates from: WPB CRA, Lake Worth CRA, and Metro Council data

c. Strategy for Leveraging Resources

i. Resources Needed for Site Reuse The County and Coalition partners have made substantial improvements within the Targeted CRAs to prepare the priority brownfield sites for the planned TOD developments. Investment has been particularly related to infrastructure, blight elimination, reducing crime, and adding lighting, cameras, workers dedicated to keeping debris off the streets/sidewalks, and free trolley service to/from major destinations within the Targeted CRAs. The County has successfully leveraged various private and public funds to redevelop sites. **This is the time to add assessment capability to the County's menu of redevelopment incentives as it is a missing link in the development chain.** Below is a list of funding tools the County has available for use:

Secured Funding Sources: *Palm Beach County ad valorem tax incentive:* \$25,000,000 incentive for developer to be taxed on Transit Village's (Site 1) current taxable value until recouping \$25,000,000 of \$250,000,000 investment; *Tax Increment Financing:* \$15,000,000 combined for Targeted CRAs for infrastructure improvements; *Palm Beach County EPA Brownfield Revolving Loan Fund:* \$1,400,000 for remediation of contaminated sites; *Housing and Urban Development (HUD) HOME Investment Partnership Program:* \$2,340,834 for affordable housing (own & rent) via construction, acquisition and/or rehab, buyer assistance; *HUD Community Development Block Grant (CDBG):* PBC: \$6,442,365; WPB \$927,152 for construction/rehab of public facilities, code enforcement, social services provision & economic development activities; *HUD Housing Opportunities for Persons with AIDS (HOPWA):* \$3,260,000 for housing construction; *Florida State Housing Initiative Program:* \$140,000 housing for very-low, low & mod income households; *US Economic Development Administration:* PBC/Lake Worth: \$1,398,000 for infrastructure installation-water, sewer, fiber optic cable; *US Federal Transportation Authority Sustainability & Economic Growth Grant:* \$1,250,000 for TOD planning along CSX/Tri-Rail Corridor.

ii. Use of Existing Infrastructure Early planning efforts by the County and its partners encourage economic growth and community redevelopment in areas of existing infrastructure. With the location and type of infill TOD redevelopment envisioned along and proximate to the Railway Corridor, considerable infrastructure is already in place. As these TODs are phased, there will undoubtedly be improvements to existing infrastructure as well as new infrastructure. Regulating ordinances governing the required infrastructure are in place and codified. With increased intensity and density of redevelopment, impacts will be measured, with redevelopment allowed in phases as identified upgrades and additions are determined by engineers from both the public and private sectors. Given existing rail lines, bus/trolley systems, roads, water/sewer, street lights and reuse of existing buildings, substantial financial and time savings will be realized.

The County and Targeted CRAs are actively upgrading infrastructure for the success of the revitalization/TOD priority brownfield sites' plans. If additional infrastructure needs are identified, the sources referenced in the **Secured Funding Sources** in Section 1.c.i. above will be used.

2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT

a. Community Need

i. The Community's Need for Funding The Targeted CRAs along the Railway Corridor are some of the poorest in the County with poverty rates double or nearly double the national and state rates. Westgate CRA has a poverty rate of 39.7%; West Palm Beach CRA, 27.1%; Boynton Beach CRA, 26.9% and Lake Worth, 27.6% (ACS 2017). In order to be designated as CRAs, the areas had to produce Findings of Necessity documenting persistent blight, disinvestment, and inadequate structures, infrastructure, and housing. A myriad of issues exist in communities located adjacent to or proximate to the Railway Corridor, which resulted in the formation of 10 County CRAs and 13 Qualified Opportunity Zones along the Railway Corridor. Distressed economic conditions coupled with

deteriorated physical environmental conditions confirm the continued existence of blight, all of which were exacerbated by Hurricane Irma's devastating 2017 impacts, generating in excess of 45,000 insurance claims in the County. The County and CRAs are using all available funds to complete infrastructure improvements vital to the success of the planned TOD priority brownfield site developments. That, coupled with strained budgets from Hurricane Irma impacts, have resulted in the CRAs being unable to fund environmental assessments, prohibiting site redevelopment.

The Coalition was formed to support limited-resource, Community Redevelopment Areas (CRAs) along the CSX & FEC Railway Corridor that lack the in-house capacity to effectively and efficiently manage their own brownfields grant. This Assessment Grant will provide an opportunity to the Targeted CRAs to address brownfield sites that otherwise they would be unable to fund.

ii. **Threats to Sensitive Populations**

(1) **Health or Welfare of Sensitive Populations**

Brownfields and their effects have promoted a number of health, safety and welfare concerns along the Railway Corridor and surrounding Targeted CRAs. Substandard blighted buildings are unsightly and encourage vagrants, drug sales/use and other illegal activities; raising crime and the likelihood of residents to be victimized. These abandoned sites create an atmosphere of insecurity for residents. Crime rates within the Targeted CRAs along the rail corridors far exceed that for the County. Using a national index of 100, Westgate CRA is 134 and the County is 99 for crime. Based on annual reports by NeighborhoodScout and supported by data from the Florida Department of Law Enforcement, Lake Worth was found to be the 31st most dangerous city in the U.S.A. Residents in Lake Worth have a 1 in 73 chance of becoming victims of violent crime versus a 1 in 232 chance in Florida.

The large number of brownfields has also influenced the financial security and welfare of residents significantly. Disinvestment and erosion of business here has led to job and income losses. Consequently, the CRA neighborhoods adjacent/proximate to the Rail Corridor have much higher poverty and unemployment rates and much lower median incomes than found Countywide. Poverty rates range from 26.9% to 39.8%; 100-200% greater than found Countywide (13.4%). Unemployment rates (9.9%-24.2%) are 250-600% greater than found Countywide (3.9%). Median household income (\$11,097-\$43,430) is 32% to 415% lower than found Countywide (\$57,256). These concerns are particularly damaging to the substantial percentage of sensitive populations (low-income, elderly and minority residents), which reside in the Targeted CRA areas at higher rates than in the County and the U.S.A. as a whole. A greater percentage of residents with limited English proficiency (LEP) live in these areas, than in the County or the U.S.A. The recent influx of nearly 60,000 Puerto Rican refugees, post Hurricane Maria (2017) has increased this number and increased the need for employment and affordable housing options in the area (Career Source).

(2) **Greater Than Normal Incidence of Disease and Adverse Health Conditions**

The residents of the target areas are exposed to sources of air pollution emitting from vehicular traffic on Interstate 95. Traffic studies conducted by Inrix, specialists in transportation analytics, show the three-county area of Palm Beach, Broward and Miami-Dade counties have the 10th most congested roads in the world and the 5th worst in the nation, ranking ahead of Washington D.C., Dallas, Boston, Chicago and Seattle. Inrix determined that this area had an 8.7% congestion rate, meaning drivers spent 8.7% of their drive sitting in traffic idling. Idling more than 10 seconds uses more fuel, producing more CO₂ emissions than when moving or shutting off engines. With I-95 traffic congestion running parallel with the Railway Corridor and significant rise in vehicle accidents, idling is quickly becoming the norm in the County. Air pollution contributes to a host of respiratory diseases. The World Health Organization classifies outdoor air pollution as being as carcinogenic as smoking was determined to be in 1985. Idling vehicles lead to particle concentrations that are 29 times higher

than those found in free-flowing traffic. Diseases of respiratory system resulted in over 47,000 visits to local hospital emergency rooms in 2015 (accounting for 9.5% of ER visits).

With regard to a greater-than-normal incidence of diseases/conditions that might be associated with exposure to hazardous substance, pollutants, contaminants or petroleum, there are a number of identifiable indicators to suggest community health has been impacted. A 2016 Palm Beach County Community Health Assessment (based on 2015 data), identified Chronic Lower Respiratory Disease (asthma) as the 5th leading cause of death here. Diseases of the respiratory system resulted in over 47,000 visits to the ER in 2015 (accounting for 9.5 percent of ER visits). These numbers are abnormally high and suggest air quality here is damaging to residents. Further, a health assessment performed by the Palm Beach County Health Care District (PBCHCD) and HRSA, identified the following: racial/ethnic minority composition (78% target areas vs. 41.9% County), homelessness (19% target areas vs. 9.1% County), diabetes (15% target areas vs. 3% County), asthma (0.67% target areas vs. 0.38% County), low birth weight (8.8% target areas vs. 1.4%/ County). In addition, 47% of the TOD target areas' population has no health insurance compared to 15% Countywide. While the health impacts from the TOD sites along the rail corridor cannot be fully quantified, it is clear that the health of residents here is at an elevated risk. It is anticipated that soil and groundwater contamination from these properties is negatively impacting the health of area residents based on data from other sites along the same corridor. With possible exposure to contamination compounded by limited opportunities for health care and recreational activities, many health issues can likely be traced to effects of materials found on these kinds of sites. The communities located adjacent or proximate to the Railway Corridor with existing or planned stations and TOD development are all Medically Underserved Areas (MUAs), designated by the Health Resources and Services Administration of the U.S. Department of Health and Human Services (HRSA). HRSA is dedicated to improving access to health care services for people who are uninsured, isolated or medically vulnerable. MUAs have shortages of primary medical care, dental or mental health providers and are low income/Medicaid eligible. By virtue of this MUA designation, it is implicit that the incidence of health issues due to lack of treatment options, is greater than the population of the County as a whole.

(3) Economically Impoverished/Disproportionately Impacted Populations

As evidenced above and throughout this application, few areas are more economically impoverished and disproportionately impacted than the residential population of the CRAs targeted herein. The Targeted CRAs all evidence greater than Palm Beach County (Countywide) rates with regard to poverty, unemployment and crime and lower than Countywide rates with regard to income [see statistics in 2.a.i & ii (1) above]. As stated earlier, the areas are all located adjacent or proximate to the rail corridor where TOD redevelopment is proposed with strong indicators for health associated impacts related to pollutants associated with the presence of rail and industrial uses historically located adjacent to the rail tracks. The location of noxious uses and location of interstates and rail lines through economically disadvantaged, minority communities is an unfortunate reality for many areas of the country, including the CRAs targeted in Palm Beach County. The proposed project would facilitate the assessment of property targeted for TOC development and the installation of affordable housing units, outlets for retail goods and services and desperately need employment opportunities.

b. Community Engagement

i. Community Involvement To date, the Transportation Authority, in collaboration with the County, Brownfield Steering Committee and local Transportation Planning Authority (TPA) has led community-engagement and planning efforts for the TOD Tri-Rail Coastal Link project. For this Brownfields Assessment project, the County and Coalition partners will lead community engagement efforts, partnering with the Transportation Authority and building off the existing community-driven

efforts. The Targeted CRAs do not have numerous community groups; however, residents and stakeholders are actively involved in the CRA meetings which have been successful in garnering support and input for redevelopment plans. The following table identifies community groups that have committed to active involvement to promote the success our Assessment Coalition Grant.

Partner Name	Point of Contact	Specific Role
South Florida Regional Transportation Authority	Steven Abrams, Executive Director abrams@sfrta.fl.gov 561-788-7926	Community meetings, gathering input, improving resident and stakeholder involvement
Downtown Jewel Neighborhood Association (located within Lake Worth CRA)	Jon Faust, President, downtownjewelneighborhood@gmail.com , 561-772-9643	Disseminating information and encouraging community input and involvement
Westgate CRA Resident Board (located within Westgate CRA)	Ronald L. Daniels, Resident Chairman, ronalddaniels@danielsbrothers.com , 561-697-4490	Coordinate planning efforts & meetings; marketing; identify sites; identifying leveraging funds
Westgate Belvedere Neighborhood Association (located within Westgate CRA)	John Sawyers, Association President, johnsawyers@att.net , 330-265-8174	Disseminating information and encouraging community input and involvement
Northwest Community Consortium (located within West Palm Beach CRA)	Teresa Johnson, President, 561-275-7001, contact by phone	Inform residents; identify sites; outreach; marketing; identify redevelopment potential
Urban Growers CEDC/ Henrietta Bridge Farm (located within West Palm Beach CRA)	Stuart Bosley, Jr., Executive Director, bosley@urbangrowerscedc.org , 561-248-8068	Encouraging community input, meeting space, providing healthy food and brownfields education
Revival Church of God, Inc. (located within the County)	Kenneth Pembamoto, Chairman of the Board, 561-201-8247, contact by phone	Outreach, encourage public participation, and meeting space

Quarterly brownfields meetings will rotate throughout the Targeted CRAs, being hosted in conjunction with a monthly CRA meeting. The meetings will rotate to encourage collaboration and engagement between the Coalition partners throughout the project, while keeping each partner informed. The County and its Coalition partners will be at every meeting to ensure that all bases are covered and to respond to any questions that are posed.

ii. **Incorporating Community Input** Each Targeted CRA has a regularly-held monthly meeting that is advertised by word of mouth, social media, and local organizations such as churches and schools. Approximately 20 people attend monthly. Project progress will be communicated by the Targeted CRA Managers to the local community at these meetings, with the request that residents share the information with their neighbors and peers. Each quarter, one of the Targeted CRA's monthly meeting will be used as a quarterly brownfields meetings. The brownfields meeting will be advertised and will solicit input with site selection and site cleanup and reuse plans through open conversations and electronic and paper surveys. Locations will alternate throughout the Targeted CRAs. Project process will also be regularly updated on the County's website. It has been noted that the neighborhood attendees will not fill out comment cards. Staff making notes on an individual's response has optimized participation from attendees and has already shaped projects in the Lake Worth and West Palm Beach CRAs. A running tab of input will be maintained and considered/assessed by the Coalition and Brownfield Steering Committee during the quarterly meetings to determine follow-up actions. Each Targeted CRA's Manager will be responsible for responding to input within their CRA. If it is outside a CRA's jurisdiction, the County will respond.

3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS

a. Description of Tasks and Activities

Project Implementation: The Project is broken into four tasks discussed below.

Task 1 – Programmatic Support: Activities under Task 1 include quarterly, annual, and MBE/WBE

reporting, as well as maintaining the Project in EPA's ACRES database. The consultant will be responsible for completing programmatic activities, overseen by the County's Brownfields Project Manager who will ensure compliance with the workplan, schedule and terms and conditions for the three-year term of the grant. Conference attendance and travel for Coalition members is included under Task 1. *This task will be initiated upon grant award and will continue throughout the project.*

Task 2 – Outreach: The consultant, collaboratively with the Coalition team, will be responsible for preparing a Community Involvement Plan (CIP) that builds off the regularly scheduled monthly CRA community meetings. Quarterly brownfields meetings will rotate throughout the Targeted CRAs, being hosted in conjunction with the monthly CRA meeting. The meetings will be informal in nature to facilitate public input and attendance. Additional site specific public meetings will be conducted under Task 4. *This task will be initiated within 0-3 months, will continue throughout the project period, and will be completed within the three-year time frame.*

Task 3 – Site Assessment: The consultant, a qualified environmental contractor, will complete the Generic Quality Assurance Project Plan (QAPP) and will conduct Environmental Site Assessment (ESA) activities in accordance with current ASTM standards and All Appropriate Inquiry. Site 1 (Transit Village) development has been delayed due to environmental impacts. A Phase I ESA Update and Phase II ESA to delineate onsite plumes will be started immediately upon funding availability. Phase I ESAs for Sites 2-5 will be initiated within the first three months of the grant, with Phase II ESAs directly following. 17 Phase I and 11 Phase II ESAs (including Site Specific QAPPs & Health and Safety (H&S) Plans) are anticipated for the three year project period. The Brownfields Project Manager and County Engineer will be responsible for securing site access and reviewing ESAs. The Coalition and its Brownfields Steering Committee will be responsible for prioritizing sites and approving assessment activities. *This task will be initiated within 1 month (Generic QAPP/Phase I ESAs) and 4 months (Phase II ESAs) and will be completed within 30 months after award.*

Task 4 – Cleanup/Reuse Planning: The consultant and experienced multi-disciplinary brownfields reuse team will complete 8 Analysis of Brownfield Cleanup Alternatives (ABCAs), 6 reuse plans, and 1 market analysis for sites approved by the Steering Committee. The Steering Committee approved (pending award) Site 2 (Westgate) to receive a market analysis to assist in maximizing the site. *This task will be initiated within 4 months of award and completed within 33 months of award.*

Task/Activity Lead: Activity leads are outlined throughout Project Implementation discussions, above. The County's Brownfields Project Director (Mr. Alan Chin Lee) will be the overall Task Lead for all tasks. The Project Director is appropriate, as Mr. Chin Lee currently directs the County's EPA Revolving Loan Fund and has managed prior Assessment Projects. Being the overall responsible person, Mr. Chin Lee will ensure Tasks are functioning together, rather than independently. For Tasks 1, 3, and 4 the Brownfields Project Director will oversee the consultant. For Task 2, the Brownfields Project Director will lead and guide the Coalition partners and consultant with outreach activities.

b. Cost Estimates and Outputs

The County and Coalition partners will consider supplies as in-kind leveraged resources. Hourly personnel and consultant costs are included at average rates of \$45 and \$125/hour, respectively. Project outputs and associated costs are outlined below. **Project activities are anticipated to be split evenly (50%-50%) between petroleum and hazardous substance categories.**

Task 1 - Programmatic Support \$35,860 (50% petroleum; 50% hazardous substance):
Personnel: \$4,860 (3/hrs/month for 3 yrs = 108 hrs @ \$45) **Travel:** 6 attendees at brownfields conferences throughout project-period at average cost of \$1,400 = **\$8,400** (cost breakdown: \$400 attendance, \$450 for 3 nights hotel, \$200 for 4 days per diem, and \$350 air and taxi); **\$600** for 6 local brownfields-related training conferences (\$100 each). **Contractual:** 11 quarterly reports at \$1,250 =

\$13,750; 1 closeout report (12th quarter) at **\$3,250**; 40 hours at \$125/hour for ACRES updates and MBE/WBE forms = **\$5,000**.

Task 2 - Outreach \$24,190 (50% petroleum; 50% hazardous substance): *Personnel:* outreach **\$8,100** (60hrs/yr for 3 yrs = 180hrs @ \$45); *Contractual:* brochure development/printing **\$3,590**; Community Involvement Plan **\$4,500**; 12 quarterly brownfields meetings (rotating locations) at \$500 = **\$6,000**; misc. meetings **\$2,000** (16hrs @ \$125). Costs for Cleanup and Reuse Planning community meetings are budgeted under Task 4.

Task 3 - Site Assessments \$359,500 (50% petroleum; 50% hazardous substance); *Personnel:* **\$4,050** for report reviews and securing site access (3/hrs/output for 30 outputs = 90 hrs @ \$45); *Contractual:* 1 Generic Quality Assurance Project Plan (QAPP) updated from County's RLF for **\$4,000**; 17 Phase I ESAs at average cost of \$3,500 = **\$59,500**; 1 Phase II ESA (Site 1 Transit Village) **\$17,000**; 11 Phase II ESAs at average cost of \$25,000 = **\$275,000**. Site Specific QAPPs/H&S Plans budgeted into Phase II ESAs.

Task 4 – Cleanup and Reuse Planning \$180,400 (30% of total budget) (50% petroleum; 50% hazardous substance); *Personnel:* **\$5,400** (8/hrs/output for 15 outputs = 120 hrs @ \$45); *Contractual:* 8 ABCAs at \$7,500 = **\$60,000**; 6 Site Reuse Plans (Sites 2-5 and 2 more) at \$16,000 = **\$96,000**; & 1 market analysis for Site 2 = **\$19,000**.

Project Tasks (\$) Direct Costs Only					
Hazardous Categories	1. Programmatic Support	2. Outreach	3. Site Assessments	4. Cleanup and Reuse Planning	Total
Personnel	\$2,430	\$4,050	\$2,025	\$2,700	\$11,205
Travel	\$4,500	\$0	\$0	\$0	\$4,500
Contractual	\$11,000	\$8,045	\$177,750	\$87,500	\$284,295
Sub Total	\$17,930	\$12,095	\$179,775	\$90,200	\$300,000
Petroleum Categories	1. Programmatic Support	2. Outreach	3. Site Assessments	4. Cleanup and Reuse Planning	Total
Personnel	\$2,430	\$4,050	\$2,025	\$2,700	\$11,205
Travel	\$4,500	\$0	\$0	\$0	\$4,500
Contractual	\$11,000	\$8,045	\$177,750	\$87,500	\$284,295
Sub Total	\$17,930	\$12,095	\$179,775	\$90,200	\$300,000
Grand Total	\$35,860	\$24,190	\$359,550	\$180,400	\$600,000

(Note Equipment, Supplies, Other (subawards) and Indirect Costs not shown as amounts are zero.)

c. Measuring Environmental Results The County's Brownfields Project Manager will be responsible for tracking, measuring, and evaluating progress through measurable outcomes and outputs. A spreadsheet of expected outputs and outcomes will be maintained by the County and updated quarterly. Anticipated outputs include number of: sites added to site inventory; community meetings/charrettes held; ACRES entries; Phase I ESAs, Phase II ESAs, ABCAs, site reuse plans, and market analyses completed; and quarterly reports, MBE/WBE forms, and closeout reporting. Anticipated outcomes include number of: attendees at community meetings/events, sites/acres able to be marketed with understanding environmental conditions, sites made available for reuse, jobs created, dollars leveraged, contaminant concentrations reduced, acres of green space created, and sites redeveloped. Qualitative measures of long-term community health, job accessibility, and overall improvement of quality of life will be monitored through surveys. Progress will be measured against meeting anticipated deadlines and community satisfaction.

4. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

a. Programmatic Capability

i. Organizational Structure Palm Beach County, the Lead Applicant for the Coalition has the

programmatic and administrative capacity and organizational experience to manage project implementation, administrative tasks, fiscal management and compliance with applicable federal award conditions and requirements within the 3-year performance period. The grant will be administered through the County's Department of Housing and Economic Sustainability. County staff Alan Chin Lee, Project Director, and Carol Thompson, Project Coordinator have combined experience of over 15 years with brownfields redevelopment projects, including planning, site assessments, cleanups, and grant administration. Mr. Chin Lee will be responsible for successful, efficient, and effective expenditure of funds while ensuring all technical and administrative tasks are complete for the project on time and within budget. Beverly Reid, Fiscal Manager, has over 20 years of experience with asset management, financial accounting/reporting and grant compliance management. Mrs. Reid will be responsible for financial reporting and drawdowns through EPA's ASAP system. This team currently manages the County's successful EPA Brownfields Revolving Loan Fund that received \$1 million in funds and \$300,000 and \$100,000 in supplement funds in 2015 and 2016. Palm Beach County was a Coalition partner in the South Florida Brownfields Coalition's closed FY15 Assessment Grant. Mr. Chin Lee was the Project Manager for that project.

Coalition partners will have governance/decision-making power over projects within their CRA, while also having input on all projects conducted with Coalition funds.

ii. Acquiring Additional Resources The County has highly qualified brownfields environmental consultants already retained via annual contracts in compliance with all federal/state regulations, that have successfully completed brownfields assessment and remediation projects including brownfields planning. The County will reselect consultants if Coalition partners decide to do so. The County and its assessment Coalition partners all have procurement procedures in place in the event that additional resources are required to successfully complete the grant.

b. Past Performance and Accomplishments

i. Currently Has or Previously Received an EPA Brownfields Grant

(1) **Accomplishments** The County is currently administering an EPA RLF and has two sites with petroleum contaminants that are currently being remediated. Due to the County's ability to quickly encumber \$550,000 in petroleum funding for a loan and subgrant, Palm Beach County subsequently received two supplemental awards from EPA totaling \$400,000. The site located at 480 US 27 N, South Bay was recently provided with additional subgrant funds in the amount of \$150,000 via an approved waiver from EPA. This project, with \$150,000 capital investment, will be redeveloped as a restaurant, creating 6 full-time equivalent employees (FTEs). The site located at 2401 Broadway, West Palm Beach (one of 9 parcels), will be redeveloped as a mixed-use development and will create 100 FTEs. This project will leverage approximately \$16,000,000 in private funds to create 75 residential units and 10,000 sq. ft. of office and retail space.

(2) **Compliance with Grant Requirements** The County has followed and met all of the terms and conditions of the EPA RLF cooperative agreement and approved Work Plan to conduct all project implementation activities including awarding loans and subgrants, community involvement and attending brownfields workshops and conferences. To date, all quarterly reports, SF-425 financial reports and 5700-52a forms have been submitted in a timely manner. Information on the accomplishments, outcomes and work performed (outputs) has been entered into ACRES as necessary. The County continues to market its RLF to the public and private sectors and expects to encumber all of the remaining cleanup funds before the end of the RLF's performance period. The County has already exceeded its required cost share portion of the grant funds.

**Threshold Criteria Response
Palm Beach County, Florida**

Assessment Coalition Threshold Criteria:

- A statement of “lead entity” applicant eligibility:
Palm Beach County as the lead applicant is an eligible entity as defined under 2 CFR § 200.64 pursuant.
- Documentation of “lead entity” applicant and coalition member eligibility if other than city, county, state, or tribe; documentation of 501(c)(3) tax-exempt status or qualified community development entity:
The coalition partners are West Palm Beach Community Redevelopment Area (CRA), Westgate CRA and the City of Lake Worth which encompasses the Lake Worth CRA. Community Redevelopment Areas (CRAs) refers to a public entity created by a city or county to implement the community redevelopment activities outlined under the Community Redevelopment Act which was enacted in 1969 (Chapter 163, Part III, Florida Statutes). The CRA is established by the local government and functions within that local government.
- Letters of commitment from each coalition member or an active Memorandum of Agreement, if applicable:
Please see attached.
- Description of community involvement:

The Transportation Authority, in collaboration with the County, Brownfield Steering Committee and local Transportation Planning Authority (TPA) has led community-engagement and planning efforts for the TOD Tri-Rail Coastal Link project. For this Brownfields Assessment project, the County and Coalition partners will lead community engagement efforts, partnering with the Transportation Authority and building off the existing community-driven efforts. The Targeted CRAs do not have numerous community groups; however, residents and stakeholders are actively involved in the CRA meetings which have been successful in garnering support and input for redevelopment plans. Residents, prospective developers, business owners, lenders, and stakeholders will be kept in the information loop, as they all have an interest in TOD redevelopment.

Quarterly brownfields meetings will rotate throughout the Targeted CRAs, being hosted in conjunction with a monthly CRA meeting. The meetings will rotate to encourage collaboration and engagement between the Coalition partners throughout the project, while keeping each partner informed. The County and its Coalition partners will be at every meeting to ensure that all bases are covered and to respond to any questions that are posed.

It has been noted that the neighborhood attendees will not fill out comment cards. Staff making notes on an individual’s response has optimized participation from attendees and has already shaped projects in the Lake Worth and West Palm Beach CRAs.
- Affirmative statement that the applicant does not have an active Assessment Grant:
The lead applicant, Palm Beach County, does not have an active assessment grant.



December 20, 2018

Geraldine Muolo
Mayor and Chair

Keith James
Commissioner

Christina Lambert
Commissioner

Cory Neering
Commissioner

Paula Ryan
Commissioner

Kelly Shoaf
Commissioner

Jon Ward
CRA Executive Director

Mark Parks
Treasurer

Hazellne F. Carson
Secretary

Mr. Alan Chin Lee
Principal Planner, Special Projects Division
Department of Housing and Economic Sustainability
Palm Beach County Board of County Commissioners
100 Australian Avenue, Suite 500 West Palm Beach, FL 33406
Office - 561-233-3607

RE: Partnership Agreement – EPA Brownfields Palm Beach County Coalition Grant

Dear Mr. Chin Lee:

Please accept this letter of commitment on behalf of the West Palm Beach Community Redevelopment Agency (CRA). We are pleased to commit to our role as an active member of the Palm Beach County Brownfield Coalition team. We support the Coalition's application for the 2019 US EPA Brownfields Assessment Coalition grant for community-wide assessments of environmentally impacted properties. The West Palm Beach Community Redevelopment Agency (CRA) is an eligible applicant due to its status as an element of local municipal government.

West Palm Beach Community Redevelopment Agency (CRA) agrees that Palm Beach County will be the lead member of the coalition for the purposes of this grant application and subsequent award. Further, we understand Palm Beach County must administer the grant, if awarded, be accountable to US EPA for proper expenditure of funds, and be the point of contact for the other coalition members.

West Palm Beach Community Redevelopment Agency (CRA) understands that coalition members are not eligible in this grant round as applicants for additional community-wide or site-specific assessment grants, and that a coalition member wishing to apply as a separate applicant must withdraw from the coalition to be eligible for individual assessment funds.

Sincerely,

Jeri Muolo, Mayor and Chair
City of West Palm Beach

CC: Jon Ward, CRA



October 19, 2018

Mr. Alan Chin Lee
Principal Planner, Special Projects Division
Department of Housing and Economic Sustainability
Palm Beach County Board of County Commissioners
100 Australian Avenue, Suite 500
West Palm Beach, FL 33406
Office - 561-233-3607

RE: Partnership Agreement – EPA Brownfields Palm Beach County Coalition Grant

Dear Mr. Chin Lee:

Please accept this letter of commitment on behalf of the Westgate/Belvedere Homes Community Redevelopment Agency (Westgate CRA). We are pleased to commit to our role as an active member of the Palm Beach County Brownfields Coalition team. We support the Coalition's application for the 2019 US EPA Brownfields Assessment Coalition grant for community-wide assessments of environmentally impacted properties. The Westgate CRA is an eligible applicant due to its status as a dependent district government created by the Palm Beach County Board of County Commissioners.

The Westgate CRA agrees that Palm Beach County will be the lead member of the coalition for the purposes of this grant application and subsequent award. Further, we understand Palm Beach County must administer the grant, if awarded, be accountable to US EPA for proper expenditure of funds, and be the point of contact for the other coalition members.

The Westgate CRA understands that coalition members are not eligible in this grant round as applicants for additional community-wide or site-specific assessment grants, and that a coalition member wishing to apply as a separate applicant must withdraw from the coalition to be eligible for individual assessment funds.

Sincerely,

A handwritten signature in blue ink that reads "Elizée Michel".

Elizée Michel, AICP, Executive Director
Westgate CRA



Office of the City Manager

7 North Dixie Highway
Lake Worth, FL 33460
561.586.1630

October 1, 2018

Mr. Alan Chin Lee
Principal Planner, Special Projects Division
Department of Housing and Economic Sustainability
Palm Beach County Board of County Commissioners
100 Australian Avenue, Suite 500
West Palm Beach, FL 33406
Office - 561-233-3607

RE: Partnership Agreement – EPA Brownfields Palm Beach County Coalition Grant

Dear Mr. Chin Lee:

Please accept this letter of commitment on behalf of the City of Lake Worth. We are pleased to commit to our role as an active member of the Palm Beach County Brownfields Coalition team. We support the Coalition's application for the 2019 US EPA Brownfields Assessment Coalition grant for community-wide assessments of environmentally impacted properties. The City of Lake Worth is an eligible applicant due to its status as a local municipal government.

The City of Lake Worth agrees that Palm Beach County will be the lead member of the coalition for the purposes of this grant application and subsequent award. Further, we understand Palm Beach County must administer the grant, if awarded, be accountable to US EPA for proper expenditure of funds, and be the point of contact for the other coalition members.

The City of Lake Worth understands that coalition members are not eligible in this grant round as applicants for additional community-wide or site-specific assessment grants, and that a coalition member wishing to apply as a separate applicant must withdraw from the coalition to be eligible for individual assessment funds.

Sincerely,

Michael Bornstein
City Manager

Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

01/29/2019

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Palm Beach County Board of County Commissioners

* b. Employer/Taxpayer Identification Number (EIN/TIN):

* c. Organizational DUNS:

0784704810000

d. Address:

* Street1: 100 Australian Avenue

Street2: Suite 500

* City: West Palm Beach

County/Parish: Palm Beach County

* State: FL: Florida

Province:

* Country: USA: UNITED STATES

* Zip / Postal Code: 33406-1465

e. Organizational Unit:

Department Name:

HES

Division Name:

County Administration

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Mr.

* First Name:

Alan

Middle Name:

F

* Last Name:

Chin Lee

Suffix:

Title: Principal Planner

Organizational Affiliation:

* Telephone Number: 561-233-3607

Fax Number: 561-656-7593

* Email: achinlee@pbcgov.org

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Environmental Protection Agency

11. Catalog of Federal Domestic Assistance Number:

66.818

CFDA Title:

Brownfields Assessment and Cleanup Cooperative Agreements

* 12. Funding Opportunity Number:

EPA-OLEM-OBLR-18-06

* Title:

FY19 GUIDELINES FOR BROWNFIELDS ASSESSMENT GRANTS

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Site assessments for Transit Oriented Development (TOD) projects within the Palm Beach County, Florida's passenger rail corridor.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="600,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="600,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☒ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email: * Signature of Authorized Representative: * Date Signed: